

# MILE HIGH FLIGHT 18

## Order of Daedalians

### *Newsletter*

Feb 2006

## New Flight Captain assumes lead

*Bob Mock sets course, speed for 2006*

**Mock 1**



Fellow Daedalians,

I am highly honored to have been elected your Flight Captain for 2006 and I want to thank last year's officers and committee chairmen for an outstanding year. Special thanks to Dale Boggie, Bill Greener and Ger Spaulding who are staying on in their respective positions as Provost Marshall, Scholarship Chairman and Newsletter Editor.

Many of you put a lot of effort into presentations made at the monthly meetings and we are indebted to you for making those meetings a success.

My first order of business was to reread portions of the official Order of Daedalians Flight Manual. I believe the Tenets are worth repeating here:

*First: To Place Nation Above Self*

*Second: To Be Worthy of the Trust and Confidence of Fellow Daedalians*

Several of last year's and this year's officers met in early January to discuss lessons learned from last year and lay out objectives for the coming year. We came up with three Flight GOALS for 2006:

1. To recruit five new members this year.
2. To fund and present \$3000 in scholarships to deserving and eligible ROTC cadets.
3. To revise and update our Flight bylaws, membership activity and corporate status.

*See MOCK 1 - page 2*

### 2006 Flight Schedule

Flight 18 normally meets on the third Friday of each month. Exceptions are announced in the newsletter and through the caller phone tree. Your caller should contact you via phone/e-mail 7-10 days prior to each meeting. If not, please advise Flight Adjutant Ron Smith.

<u>Date</u>	<u>Location</u>	<u>Speaker/activity</u>
20 Jan	Aurora Hills*	BG Lassen, COANG
17 Feb	Aurora Hills*	Bombing of UA-629
17 Mar	Aurora Hills*	TBA
21 Apr	Aurora Hills*	War Stories
19 May	Platte Valley	Lunch with wives
16 Jun	Aurora Hills*	TBA
21 Jul	Aurora Hills*	TBA
18 Aug	Aurora Hills*	TBA
13 Sep (Wed)	JeffCo Airport	Picnic with wives
20 Oct	Aurora Hills*	TBA
17 Nov	Aurora Hills*	Ann Business Mtg
?? Dec	Aurora Hills*	Christmas Party

\* Aurora Hills Golf Course Tin Cup Bar & Grill

## Help Wanted

**Position:** Editor, Mile High Flight 18 Newsletter

**Open:** January 2007

**Salary:** In your dreams. (*Expenses reimbursed*)

**Contact:** Current editor (*see Page 7*)

**Remarks:** OJT/assistance provided as necessary

**References:** Not required; never checked

## Mock 1

From page 1

If you are paying close attention, you will recognize several of these goals as continuations of those set out by Tony Zang and Yumper Black in their initial letters to you as Flight Captain. Also, the Goals are in line with the Objectives stated in the Flight Manual.

We all felt that the goals are worthy of our best efforts and I am making a personal solicitation for all members to seek out new members. Along those lines I recommend you read Maj Gen Bud Breckner's article "A Few Good Men-and Women" in the winter issue of the *Daedalus Flyer*.

We are also looking for several volunteers to join the Membership and Bylaws Committees.

Now is the time to start your planning process to attend the 2006 Daedalian National Convention in San Antonio, Texas. It begins with an invitational golf tournament Thursday morning 29 June and will end with the most prestigious annual Awards Banquet Saturday night where our nationally known and recognized awards will be given to notables of aviation for 2005. I hope you all will make the effort and join me in San Antonio!

Lastly I look forward to seeing you at our monthly meetings. We've planned a variety of speakers and activities to keep the membership informed on aerospace activities. Please don't hesitate to contact me or any of the other officers with your suggestions.

*Volabamus*

*Volamus*

Bob

Robert K. Mock, COL, USAF (Ret)  
Flight Captain

## Christmas 2005



*Outgoing Flight Captain Yumper Black caps his 3-year tenure by emceeing a Chinese Auction gift exchange at the annual Christmas party. Thanks to Cindy and her staff at Aurora Hills for doing a bang-up job as our hosts.*

## Mainliner Denver

### *The Bombing of Flight 629*

**Andrew J. Field**

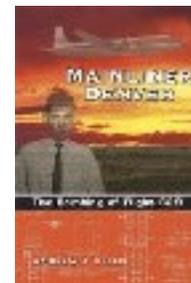
On the evening of November 1, 1955, high above the rural countryside east of Longmont, Colorado, disaster struck. At first glance, many of the sugar beet farmers thought the fiery oval-shaped object in the sky was nothing more than a natural event—the rising moon or a shooting star. What appeared harmless and normal suddenly escalated into a frightening and unnatural scene. As massive pieces of twisted burning metal fell from the night sky onto the fields, the neighboring farmers witnessed one of the most bizarre and tragic episodes in U.S. aviation history.



The plane, a DC-6 like the one pictured above, was dubbed the "Mainliner Denver," a part of United Air Lines' luxurious fleet of propeller-driven aircraft. Inexplicably, eleven minutes after lifting off from Denver's Stapleton Airfield en route to Portland, Oregon, it was gone—lost in a terrifying inferno.

At first investigators thought the aircraft explosion might have been the result of an equipment malfunction. Nothing could have been further from the truth.

Author and researcher Andrew J. Field explores aviation and legal history, unraveling the mystery behind the bombing of the "Mainliner Denver." In an absorbing, investigative style, Field recounts the mid-twentieth century's golden age of flight, painting a picture of the aviation world leading up to and following this incredible story. Detailing the changes in aviation security policy that occurred as a result of this incident, and the birth of televised courtroom proceedings that took place at the trial of the bomber, Field describes the comprehensive FBI investigation and highly publicized courtroom drama that revealed the calculating perpetrator behind it all: a young man who, in his obsession to murder his mother, killed her and all forty-three of the other people who were traveling aboard the "Mainliner Denver" on that fateful night 50 years ago.



*Mainliner Denver: The Bombing of Flight 629* was named one of the best books of 2005 by the *Rocky Mountain News*.

*Attorney and author Andrew J. Field will discuss Flight 629 at the 17 Feb luncheon*



## Welcome Aboard



### Gregory J. Anderson, Capt, USAF (Sep)

Born in Postville, Iowa in January 1950, Greg attended the Air Force Academy before entering flight training, which he completed at Moody AFB, GA in 1974.

Following an assignment flying KC-135s at Plattsburgh, NY, he separated from the Air Force in 1979 after seven years of service with 1700 hours of military flight time. He has since added another 700 hours of civilian time.

With a Master's Degree in International Affairs, he's held some interesting jobs over the years: a Chamber of Commerce executive; Office Administrator for the Governor of Wisconsin; Executive Vice President Experimental Aircraft Association, and currently serving as President and CEO, Wings Over the Rockies Air & Space Museum. As he briefed us last year, he's fully engaged these days in expansion plans for the Museum, including the addition of facilities at Centennial Airport.

Greg and his wife Beth have three daughters and live in Aurora.

### George E. Grieger, Maj, USAF (Sep)

George's 1937 high school graduating class, 13 students in all, was the largest in the history of Hanna, Ind, where he was born on 1 Aug 1921. With diploma in hand, he completed training with the Curtiss-Wright then went to work engineering DC-3 parts for the Douglas Aircraft Company in Santa Monica.

Staying one step ahead of the draft, he entered the Army Air Corp cadet program, earning his wings with Class 44-E at Ft. Sumner, NM. Then it was down to Roswell for B-17 training and on to Biloxi to assemble and train a crew before

joining the 305<sup>th</sup> BG in England. He was flying missions over Germany at the end of the War and flew more afterward. In May 1945, he took part in the airlift of Russian-liberated American POWs from Stalag Luft I in northeastern Germany to Reims, France. He still has the list of those malnourished POWs he carried out of Germany.

After returning to the United States, George spent the next four years at Biloxi instructing B-17 pilots in SAR procedures, namely how to drop boats to survivors in the water. Unfortunately, he would develop a serious eye problem requiring surgery that ended his flying career. After a few years in supply, he separated from the Air Force at Shepherd AFB in 1960 with 17 years of service. He then went to work in electronic component sales for Avnet, from which he retired in 1970. He continued to work part time delivering electronic components until finally hanging it up only last year. George and his wife Betty Lou reside in Aurora.

### Anthony J. Smith, Lt Col, USAF (Ret)

A 1961 product of Hanover, PA, Tony graduated from the Air Force Academy in '83 with a degree in Engineering Mechanics. He then completed pilot training as a member of Class 84-07 at Reese AFB in Aug 84.

A series of assignments flying B-52s and B-1Bs followed, during which Tony commanded the first operational B-1 mission to Kuwait (feature article in *Aviation Week*), and was B-1 Flight Lead for the aircraft's first around-the-world mission. Instructor qualified in the B-52, B-1 and T-37, he served as Commander, 37<sup>th</sup> Flying Training Squadron, Columbus AFB. In addition to accruing 4,000 pilot hours, along the way he also picked up a Master's in International Relations, attended Air Command and Staff, Air War College,

See **WELCOME** - page 6, column 1

### STILL HAVEN'T PAID YOUR 2006 FLIGHT DUES?

Please cut out and mail this coupon along with a check for your 2006 flight dues plus any unpaid flight dues for which you have received a delinquency notification. Add any amount you desire to donate to the Scholarship Fund. *And, remember, even if you are a Daedalian Life Member, you still owe annual flight dues. If you are not a LM, your annual Order of Daedalian membership dues are billed by and paid separately to National in San Antonio.*

Name: \_\_\_\_\_ Daedalian # \_\_\_\_\_ Home Phone: (\_\_\_\_) \_\_\_\_\_

Address: \_\_\_\_\_ e-mail: \_\_\_\_\_

Amount enclosed for: 2006 Flight Dues \$12.00 + Flight Dues for prior years @ \$12.00/yr \_\_\_\_\_  
+ Scholarship Fund \_\_\_\_\_ = Total Enclosed \_\_\_\_\_

\*\* Make check payable to: **DAEDALIAN FLIGHT 18**

\*\* Mail to: **Treasurer, Mile High Flight 18, P.O. Box 472976, Aurora, CO 80047-2976**  
(Note new address)

## One snake-bit pilot

Cliff Judkins went through flight training in Pensacola and got his wings as a Marine pilot in 1958. His training was slowed a little because while there he had a car accident and had to have his spleen removed. He joined an F-8 Crusader squadron in El Toro, CA.



Ordered to Japan, the squadron and would be one of the first to fly its planes to Japan rather than have them brought out by carrier. It would require numerous in-flight refueling events.

After starting out the first day they were forced to return to California because one of the Crusaders had caught fire while refueling.

The next day they started again. After cruising at 40,000' they dropped down to 20,000' and Cliff hooked up with one of the C-130 tankers. Shortly after the fuel gage showed *full* he felt an explosion. Apparently the cutoff valve malfunctioned and the fuel tank got overloaded and burst. Jet fuel flooded the engine, blew out several panels under the wings and caught fire. His wingman said he had a 200' long tail of flame from the rear of the plane. The engine would not start and the electrical and hydraulic systems were out. The emergency generator did function and he regained some control of the Crusader. Cliff got ready to eject by arming the ejection seat and pulling the curtain down over his face. The ejection seat failed to work even after several more tries.

He then tried blowing the canopy which also failed to work. He was trapped in a burning powerless plane going about 250 knots at around 20,000'. When he tried to manually open the canopy it instantly vanished.

He then unfastened himself from the ejection seat and the electrical and oxygen systems, slightly raised himself up in the seat and was immediately sucked out of the cockpit. He remembers a flash of gray and orange which he assumes were the plane and the trailing fireball.

He pulled the parachute D-ring and threw it away as he had been instructed. The parachute then the pack failed to open. It was a couple of feet over his head and had a small piece of chute poking out. Cliff pulled the chute down and tore it open. He was immediately entangled with the shroud lines and chute. For the next couple of minutes he struggled to try and untangle himself and shake the chute open. A few times he felt a jerk as if it had caught some air but it never untangled. He thought he was still 1,000 feet or more above the ocean when he hit. The force apparently set off the CO-2 cartridges and inflated his flotation vest and he bobbed up to the surface.

Although badly broken up, Cliff does not remember being in much pain. The waves were high with whitecaps so his visibility was limited.

One of the C130 tankers had come down and was circling what they thought was a dead pilot. Cliff waved and they started throwing things to him: shark repellent, dye markers, flares and a couple of life rafts that got blown away before he could get to them. A rescue plane dropped a large raft that he could reach and hold on to but couldn't get in. The waves were too high for a seaplane landing but fortunately a minesweeper was in the area and after three hours plus in the water he was found and picked up. He doesn't remember but was told he was screaming when lifted aboard.

Cliff was soon strapped in a wire basket and pulley-transferred over from the minesweeper to an accompanying cruiser. With both ships bobbing in the heavy sea it was one of the scariest moments for him because he feared the wire would break and he

would be dropped into the ocean still strapped in the basket.

Aboard the cruiser a chaplain asked if he was Catholic. When Cliff said he was Baptist it was the last he saw of the old chaplain. Morphine came to the rescue as far as the pain went but he had five broken bones in one foot and six in the other, two broken legs, a fractured hip and pelvis, three broken ribs and a collapsed lung.

The cruiser was en route to be decommissioned in California and had only enough diesel fuel for a slow trip. After increasing speed to get Cliff to a hospital in California, they ran out of diesel fuel. They resorted to running the diesels on some aviation fuel they had on board, in the process burning up two of the cruiser's six engines. A helicopter was sent from California to pick up Cliff who now had gone into renal failure.

Since they were near maximum one-way range of the helicopter, that pilot had a strong incentive for finding the cruiser. He did, refueled on board and got Cliff back to the mainland. In the hospital it was first thought that one of Cliff's feet would have to be amputated but, fortunately, both feet were saved by screws and pins. Then his kidneys started to function again.

He was told had his spleen not been removed earlier after the car wreck it probably would have ruptured when he hit the water and he would have bled to death before he was picked up. At a later meeting with a NASA representative it was estimated that he had hit the water at around 100 mph. His being relaxed because he thought he was still high above the water when he hit also contributed to his survival.

Following 6 months or so of rehab Cliff again went on flight status. His first flight back was in a Crusader in which he completed an in-flight refueling without incident.

After seven years flying military jets, Cliff flew for 30 years with Delta before retiring.

*Author unknown*



*Left:* This C-141 Starlifter, returned to its 1970's color scheme in 2002, was the first aircraft to fly American POWs to freedom from Gia Lam Airport in Hanoi, North Vietnam, on 12 Feb 1973. It was dubbed Hanoi Taxi sometime during the mission.

*Right.* Retired Brig. Gen. James E. Sehorn points to signatures of fellow prisoners of war on display in the Hanoi Taxi.

## Last C-141, 'Hanoi Taxi,' will retire to USAF museum Wright-Patt in May '06

On May 6, 2006, the last C-141 Starlifter will be flown to the National Museum of the United States Air Force at Wright-Patterson AFB, Ohio, and retired, closing the book on the 43-year career of the StarLifter. But until then, the Hanoi Taxi, the flagship of the 445th Airlift Wing, will be flown over the museum and on missions around the country.

The C-141 was first flown on Dec. 17, 1963, the 60th anniversary of the first flight of the Wright Brothers. Since the aircraft's operational debut on April 23, 1965, active duty, Guard and Reserve crews have played a critical role in every conflict, natural disaster and operation in which Military Airlift Command or Air Mobility Command has been involved. That includes delivering people, equipment and relief supplies to just about every point on the map. However, one mission still stands above the rest.

With the signing of the Paris Peace Accords on 17 Jan 1973, the U.S. involvement in Vietnam ended. On 12 Feb crews flying three C-141As landed at Gia Lam Airport in Hanoi, North Vietnam. Their mission: repatriate the first U.S. servicemen held as prisoners of war, some for close to seven years. The first aircraft to land that day was serial number 66-0177. It quickly picked up the nickname Hanoi Taxi. The aircraft was repainted in 2002 in the same paint scheme it had worn during the historic airlift nearly 30 years previously.

After undergoing two major modification programs during its career, 66-0177, now a C-141C, has become a flying museum. The 40 POWs on that first flight

signed the aircraft under the wing box, and those signatures are preserved under Plexiglas. Framed photos mounted on the inside of the cargo compartment show POWs in Hanoi and aboard the aircraft. Aircrew headrest covers on the flight deck are embroidered with the black and white POW/MIA logo, and each of the crew positions has engraved plaques with the name of the crew member on that first Freedom Flight. The aircraft now has a total of 39,420 flight hours.

There are currently four C-141s still in service, but the other three aircraft will be retired early in 2006. Hanoi Taxi will be the last C-141 to retire. The final flight will consist of a takeoff from the Patterson side of the field, where the 445th Airlift Wing is based, and a landing at the museum on the Wright Field side of the base. The 445th, an Air Force Reserve Command unit, is now converting to C-5As and will eventually receive eight of those aircraft.



Preparing to fly Hanoi Taxi from Robins AFB back to Wright-Patt following the aircraft's 2002 upgrade, Maj. Gen. Edward Mechenbier relates what the aircraft means to him and other former POWs.

*Welcome...* from page 3

and completed a two-year assignment at HQ Stratcom at Offutt AFB. He retired on 1 Aug 2005 and is currently deciding on a second career.

Tony first became a Daedalian in 2000. He and his wife Jean, who live in Aurora, have three daughters.

## Death of Marguerite Moss

Condolences to Tom Moss, who informed us recently that "Margie," his bride of nearly 63 years, had died in her sleep in the early morning hours of 16 January. Details regarding services should be known in early February.

## Chuck Girvan on the mend

Diagnosed in April with Spinal Stenosis (spurs on the spine) and with two slipped discs, Chuck suffered a series of seven epidural shots, all to no avail. So on 27 Sept, he had a 5.5-hour surgery to remove the spurs, remove one disc, fuse the lower spine and install half a hardware store. His recovery is expected to last about a year.

## Kinder shows grit, courage

After seemingly countless surgeries since the 6 Jan 2005 auto accident that broke Wayne's back and crushed his shoulders, it appears doctors are finally making progress in reconstructing and reattaching his shoulders.

On Wednesday 25 January, they performed extensive rebuilding of the connections in his right shoulder using techniques different from the ones that had proven unsuccessful over the past year. Wayne now faces six weeks in a brace intended to immobilize the right side and allow it to heal. He underwent a similar procedure on his left shoulder some weeks ago and is now engaged in therapy to rebuild strength on that side.

If the new approach works, we hope to see Wayne back in Colorado in the not too distant future. *Fingers crossed.*

## British Officer Fitness Reports

*Following are actual excerpts from British Royal Navy and Marine OFR's (officer fitness reports):*

> His men would follow him anywhere, but only out of curiosity. I would not breed from this Officer.

> This Officer is really not so much of a has-been, but more of a definitely won't-be.

> When she opens her mouth, it seems that this is only to change whichever foot was previously in there.

> He has carried out each and every one of his duties to his entire satisfaction.

> He would be out of his depth in a car park puddle.

> Technically sound, but socially impossible.

> This Officer reminds me very much of a gyroscope - always spinning around at a frantic pace, but not really going anywhere.

> This young lady has delusions of adequacy.

> When he joined my ship, this Officer was something of a granny; since then he has aged considerably.

> This Medical Officer has used my ship to carry his genitals from port to port, and my Officers to carry him from bar to bar. Since my last report he has reached rock bottom, and has started to dig.

> She sets low personal standards and then consistently fails to achieve them.

> He has the wisdom of youth, and the energy of old age.

> This Officer should go far - and the sooner he starts the better.

## Wilhite cracks rib, misses Rockies' Fantasy Camp

Three weeks before attending what would have been his ninth straight Fantasy Camp, Jack Wilhite fell off a ladder in his JeffCo hangar, broke a rib and went onto the Injured Reserve

list rather than to Tucson 21-26 Jan as planned. This year's Camp was the Rockies' first ever without Jack, who plans to reclaim his second base spot next year at the age of 78 years young.

## Colonoscopy results

A doctor reports that while he was performing a colonoscopy, his patient made the following request:

"Doc, when you're done, would you please write a note to my wife assuring her that my head is not up there?"



*Blue Angels passing the WTC Twin Towers in New York prior to Sept 11, 2001.*

## 411 service free again

You no longer have to pay your phone company a dollar or more for information calls now that a private company, Jingle Networks, provides free 411 service. Just dial 1-800-FREE411 (1-800-373-3411). You will be aided by a voice activated system that can obtain business, government or residential numbers. The company makes money by charging businesses to list with them as in the yellow pages.



*In-flight refueling: C-130 nurses two CH-53s, each dangling two HUMVEEs*

## \*\*\* Sea Biscuits and Scufflebutt \*\*\*

### Dedicated to those who flew behind round engines

We gotta get rid of those turbines. They're ruining aviation and our hearing.

A turbine is too simple minded. It has no mystery. The air travels through it in a straight line and doesn't pick up any of the pungent fragrance of engine oil or pilot sweat.

Anybody can start a turbine. You just need to move a switch from "OFF" to "START" and then remember to move it back to "ON" after a while. My PC is harder to start.

Cranking a round engine requires skill, finesse and style. You have to seduce it into starting. It's like waking up a horny mistress. On some planes, the pilots aren't even allowed to do it.

Turbines start by whining for a while, then give a lady-like poof and start whining a little louder.

Round engines give a satisfying rattle-rattle, click-click, BANG, more rattles, another BANG, a big macho FART or two, more clicks, a lot more smoke and finally a serious low pitched roar. We like that.

It's a GUY thing...

When you start a round engine, your mind is engaged and you can concentrate on the flight ahead. Starting a turbine is like flicking on a ceiling fan: useful, but, hardly exciting.

When you have started his round engine successfully your Crew Chief looks up at you like he'd let you kiss his girl, too!

Turbines don't break or catch fire often enough, which leads to aircrew boredom, complacency and inattention. A round engine at speed looks and sounds like it's going to blow any minute. This helps concentrate the mind!

Turbines don't have enough control levers or gauges to keep a pilot's attention. There's nothing to fiddle with during long flights.



Turbines smell like a Boy Scout camp full of Coleman Lamps.

Round engines smell like God intended machines to smell.

### Fate of the FLYING FICKLE FINGER

After a two-year hiatus, the infamous and much traveled "Flying Fickle Finger of Fate" made a triumphant return during the Chinese Auction at the 2005 Christmas party.



When Bill Bingham opened his red-wrapped gift, he discovered that someone had given him the finger. "It's not the first time," he noted.

Custom holds that whoever ends up with the hand-carved digit and its companion certificate "History of Giving the Finger" must "re-give" them at the next Christmas gift exchange so they remain in circulation. Usually, no one remembers who got the finger last time, but for Christmas 2005 we have this photographic record.

#### Excerpt from "History of Giving the Finger"

*Before the Battle of Agincourt in 1415, the French, anticipating victory over the English, proposed to cut off the middle finger of all captured English soldiers.*

*Without the middle finger it would be impossible to draw the renowned English longbow and soldiers would be incapable of fighting in the future. This famous weapon was made of the native English Yew tree, and the act of drawing the longbow was known as "plucking the yew" (or "pluck yew").*

[HEAR THE REST AT NEXT CHRISTMAS GIFT EXCHANGE]

### Mile High Flight 18 - 2006

- Flight Captain**.....Bob Mock, COL, USAF (Ret)
- Vice Flt Capt**.....Don Neary, COL, ANG (Ret)
- Adjutant**.....Ron Smith, COL, USAF (Ret)
- Provost Marshall**.....Dale Boggie, COL, USAF (Ret)
- Treasurer**.....Ed Cutler, LT, USNR (Ret)

- Scholarships*.....Bill Greener, LTC, USAF (Ret)
  - Asst Treasurer*....Hugh Greenwood, CPT, USAFR (Sep)
  - Newsletter*.....Gerry Spaulding, CAPT, USN (Ret)
- (Positions in bold elected, those in italics appointed)

♠ **Flight 18 normally meets the third Friday of each month at the Aurora Hills Tin Cup Bar & Grill, located just north of Alameda and just east of Peoria. Social hour at 11:00, lunch at 12:00. Exceptions via newsletter.**

♠ **The newsletter is published quarterly. Contact the ed. at (719) 638-5786 or by e-mail at gerkar@adelphia.net.**

**Web site:**

<http://www.ghspaulding.com/orderofdaedaliashome.htm>



*Attacks on and before Sept 11, 2001, spawn the War on Terror, which is neither defined by nor confined to the national borders of any single country such as Afghanistan or Iraq. Its scope is broader than that, its purpose higher than retribution for 9/11. It aims to thwart a coalition of terrorist groups—al-Jihad, al-Qaida and others—that in Feb 1998 declare international holy war (Jihad) against the West and Israel. Following that declaration, attacks are carried out against US Embassies in Kenya and Tanzania, USS Cole in Yemen and the WTC & Pentagon in the United States. Given the consequences of unrepressed Jihad by stateless terrorist groups, pre-emptive self-defense (mischaracterized by some as “war of choice”) will remain a vital National Security option for the foreseeable future.*



**Mile High Flight 18**  
**Order of Daedalians**  
P.O. Box 472976  
Aurora, CO 80047-2976